IN THE SPECIFICATION:

Please amend Paragraph Nos. 26, 37, 60, and 92 as follows:

[0026] As seen in FIGURE 1 and best seen in FIGURE 10, a steering mast 46 extends generally upwardly almost atop the upper hull section 40 to support a handlebar 48. The handlebar 48 is provided primarily for a rider to control the steering mast 46 so that a thrust direction of the watercraft 30 is properly changed. The handlebar 48 also carries other control devices such as, for example, a throttle lever 52 (see FIGURE 7A) for manually operating throttle valves 54 (FIGURES 3-5, and 8) of the engine 32. The throttle lever 52 is one type of a throttle operator that can be used with the present engine control system 32 and is remotely positioned relative to the engine 32. A rider can move the throttle lever 52 between a first, fully-released position, which corresponds to an idle position of the throttle valves, and a second, fully-depressed position, which corresponds to a fully open position of the throttle valves under some operating modes of the watercraft; however, in other operating modes of the engine, the throttle valves need not be fully opened when the throttle lever is fully-depressed, as will be described below. In the illustrated arrangement, the steering ~~must~~ mast 46 is covered with a padded steering cover member 56.

[0037] With reference to FIGURE 3, an engine 32 includes a cylinder ~~block 143~~ block 130 that defines at least one cylinder bore 134. Preferably, the cylinder block includes cooling fins 145 to help conduct the engine generated heat away from the engine. The illustrated engine includes four cylinder bores 134 each spaced apart fore to aft, thus defining an in-line four cylinder engine. The axes of the cylinder bores 134 also are skewed relative to a vertical plane such that the engine is inclined. This engine layout is merely exemplary and other engine types, number of cylinders, and cylinder configurations are possible.

[0060] The crankshaft 140 preferably drives the intake and exhaust camshafts 210, 212 through a gearing assembly. A driven gear is affixed to each camshaft 210, 212 which is coupled to a driver gear mounted along the crankshaft 140 by a timing belt or chain. As the crankshaft 140 rotates, the driver gears impart rotational motion to the driven gear via the timing belt or chain, causing the intake ~~the intake~~ and exhaust camshafts 210, 212 to rotate. The rotational speeds of the camshafts 210, 212 may be controlled by varying the diameters of the respective driver and driven gears.

[0092] FIGURE 9 illustrates another embodiment of an electronic engine output control system 400. The steering mast 46 includes a steering shaft 410, the handlebar 48, a steering arm 412 and a tubular steering column 414. While the handlebar 48 is formed atop the steering shaft 410, the steering arm 412 is rigidly affixed to the bottom portion of the steering shaft 410. The steering column 414 is affixed to the upper hull section 40. The steering column 414 supports the steering shaft 410 for steering movement. With the rider steering with the handlebar 48, the steering arm 412 moves generally in a plane normal to the steering shaft 410. The steering arm 412 is connected to the deflector 408 through a deflector cable 386, and the deflector 408 pivots about a vertical axis with the movement of the steering arm 412 in a known manner. A sensor arm 418 on which the steering position sensor 88 is disposed is rigidly affixed to the steering column 414. A lever 420 extends from the sensor 88 and a linkage member 392 couples the lever 420 with the steering arm 412. Because the lever 420 pivots with the movement of the steering arm 412, the steering position sensor 88 senses an angular position of the steering shaft 410. The sensed signal is set to the ECU 86 through a signal ~~line 420~~line 421.